

RICHES OF NEWFOUNDLAND

W. D. REID TELLS OF THE LARGE DEVELOPMENT WORK.

Five Branch Railroad Lines to Cover the Island—New Years Ago Interior Was Unexplored—Lord Northcliffe's Wood Pulp Mills and Other Industries.

Since the Newfoundland fisherman gave Sir Robert Bond the famous ducking while he was making his last campaign and put in a new Government the Reid Newfoundland Company has been busy with plans for the development of that great island, whose interior was of unknown extent until a few years ago, when the late Sir Robert G. Reid sent a party of engineers into the interior to see what sort of a country it was through which he contracted to build a railroad. W. D. Reid, the eldest son of that enterprising Scotch-Canadian railway builder, who is at the Waldorf-Astoria, said yesterday that it was the intention of the company to proceed with energy.

As was reported in THE SUN, the Newfoundland Government has contracted with the company for the construction of five branch lines of railroad which will bring as many parts of the colony which are now isolated or reached only by steamer into direct communication with St. John's. Mr. Reid succeeded his father as president of the Newfoundland Company, which owns a billion of acres of the island and many of its enterprises and has brought about practically whatever development there had been in the country until Northcliffe built his new pulp making town up there.

Mr. Reid is 42 years old, of powerful frame, and he looks as if he had the determination to do as he says. The company of which he is the head is a concern with 25,000,000 capital and, measured in land, almost boundless resources.

When Sir Robert Reid made his original contract with the Newfoundland Government in 1898 he was to construct within three years a road through the interior of the country from St. John's to Port aux Basques at a price of \$15,000 a mile. The island then had only about 100 miles of railway, in the extreme southeast, and Reid's road increased the mileage to 600. The contractor was to maintain and operate the road for ten years, in consideration of a grant of 5,000 acres of land in alternate blocks for each mile of railroad constructed.

Five years later Reid contracted with the Government to operate all trunk and branch railways for fifty years on condition that at the end of that time, in addition he was to receive a grant of 2,500,000 acres more of land, to take over the Government telegraph lines, build seven steamers, build and operate a street railway in St. John's, a dry dock, and to have part of the streets in St. John's. For this privilege he was to pay \$1,000,000 cash within one year.

The new contract raised a howl. The Government resigned, Sir Robert Bond was elected Premier and after a fight Reid transferred his property to the Reid Newfoundland Company, agreed to let the telegraph lines revert to the Government, and that the land grants should be assigned to that the rights of private owners should be protected, and it was arranged that at the end of fifty years the Government might take back the railway, paying \$1,000,000 and interest, together with a reimbursement for improvements made during that time.

"Of the railways to be constructed one will run from St. John's down the south-east coast to Trinity Bay, passing 'Cape Race,' said Mr. Reid yesterday. Another will run from Broad Cove, which is about fifty miles west of St. John's, to the head of the Bonaville Peninsula, at the eastern end of the island, with a branch on the main line to the north-west coast from the head of Bonaville. The fourth will connect Cape Bonaville, at the eastern end of the island, with the head of the Bonaville Peninsula. The fifth will run up the west coast from Bay of Islands to Boonie Bay.

In all it will mean between 250 and 300 miles of new construction. We have in service eight steamers, six connecting the coast settlements with points on the railway, one with Canada and one running from St. John's to the Labrador coast. The Reid Newfoundland Company has an unusually large number of American tourists last summer.

The Government is bringing out expeditions this year, to test the coal deposits, and I know from having been all over the country that it is full of minerals of almost every kind. The development of Newfoundland has not been hampered by the fact that Northcliffe built his pulp industry, which has been established in the very heart of the country, and with the fact that another plant of the same character, that of Mr. Reid, will soon be in operation a few miles away. Northcliffe's plant will turn out 305 tons of pulp a day, of which 120 will be made into paper. Reid's will turn out about 200 tons a day. Northcliffe has already a year's supply of wood cut and delivered at his mill. The land in the interior is covered with spruce sixty or seventy feet tall. There is no coal mixed with that there is in Quebec.

"We gave Northcliffe the site for his town and plant together with his water supply, and he has a supply of wood that is properly conserved will last forever.

"The only minerals resources that have been at all developed are iron and copper. I have found copper in many places on the island. I have also found chrome, iron, pyrites, asbestos, mica, gold, silver and lead, besides china clay, talc, mica, granite, marble and slate.

"We are starting in to endeavor to attract immigration, though there is a quantity of labor to be had for industrial purposes. The Salvation Army is looking at sites for colonization purposes. We have had agricultural experts go all over the country and they have found it is the best on the Atlantic coast.

"The Government is doing what it can to encourage the fresh fish industry with a view to supplying the New York and Boston markets. The Premier has had a Norwegian named Soling, who has a new process for preserving fish, come over and make experiments. Some shipments were made to New York last summer. Soling has some more of paper which he wraps about each fish, and he takes them in boxes. They have been taken out of their covering after five or six days and found to taste perfectly fresh.

"We went into Newfoundland this year, only one little town in the interior, and no white man had ever gone across the country. Now settlements are numerous.

NO GENERAL STRIKE YET.

Building Trades to Wait Until Monday Before Quitting.

The sympathetic strike of the 40,000 building mechanics, whose unions voted to quit in support of the striking steamfitters, has been held back until Monday by the officers of these unions. By that time the votes of the other unions in the building trades will be returned. As those who are clamoring for a strike are the radical members it may be hard to prevent some of the unions from striking before Monday.

The strike committee of the steamfitters, of which Charles Wamp is chairman and William J. Bannor secretary, was in session all day yesterday at Arlington Hall, in St. Mark's place. President Walsh of this union and the officers of one or two of the other unions want to stave off the sympathetic strike.

At the headquarters of the Building Trades Employers Association there was large attendance of employers and the situation, the most serious that has threatened the city in the building trades in seven years, was discussed, but there was no regular meeting. The union leaders as well as the employers know that even if a majority of the unions join in a sympathetic strike a lockout will be declared and the strike will be changed into a fight involving 100,000 union men against the open shop.

The building dispute is now in the hands of the emergency committee of the association, with power to institute a lockout. Ross F. Tucker, chairman of the board of governors of the association, said yesterday that the employers were waiting for the unions to make the first hostile move.

"We know that not all the unions will strike," he said. "We have received assurances from seven unions that they will strike and these unions want if possible to have the general arbitration board reconvened in the hope that something can be done to prevent a general building trades war at the last moment. Even now I prefer to think that the common sense of thousands of men in the unions will prevail against those who want to see the building trade demoralized."

"The steamfitters have no justification for their present strike, much less than the unions in the other trades for a sympathetic strike. The steamfitters made a demand for higher wages when their agreement expired. The employers were not willing to grant it but offered to submit the matter to arbitration. The steamfitters refused. We must have the advance or we strike. They struck and since then through the action of the union men on the general arbitration board in refusing to suspend the steamfitters the entire arbitration plan is now in abeyance. If the open shop is declared it is now up to the unions."

ELDERLY WOMAN RUN DOWN.

No Bones Broken, but Doctors Fear Result of Shock.

A woman about 70 years old, who said that she was Mrs. Edward L. Gray, but was unable to tell where she lived, was knocked down by a taxicab at Broadway and Seventy-sixth street at 9 o'clock last night.

She was unconscious when taken to the J. Hood Wright Hospital, but when revived managed to ask to have her son, Robert M. Gray, of 4 Hawthorne place, East Orange, notified.

The woman suffered no broken bones, but because of her advanced years the physicians were afraid that she might not survive the shock.

Williams, Tobin, of 1551 Washington avenue, The Bronx, the driver of the taxicab, was arrested.

PUTS IN 19 REPUBLICANS.

Comptroller Prendergast Also Dismisses Six Democrats.

Comptroller Prendergast is rapidly dropping from the Finance Department the organization Democrats who were appointed under Grout and Metz and is filling the place with Republicans. Of twenty men appointed yesterday, nineteen were Republicans and six dismissed, were all Democrats. The men discharged were six \$1,200 a year messengers.

Among the appointments were: Harry C. W. Mellick, Manhattan, to succeed John S. Crosby, as auditor of accounts, and Charles A. O'Malley, of Brooklyn, to be an appraiser of real estate, both at \$4,000. Mr. Mellick was a one time assistant in the Sub-Treasury.

He is a graduate of the New York Law School and has been employed in the law department of the Brooklyn Rapid Transit Company. Mr. O'Malley was a member of the Board of Assessors in 1907 and 1908.

Four deputy city paymasters at \$2,500 a year were appointed. These are Richard Wright, Brooklyn; Maurice F. Raubheim, Manhattan; Edward J. Breen, Manhattan; and John J. Plunkitt, Manhattan.

Mr. Wright is the Republican leader of the Fifteenth Assembly district in Brooklyn. The other appointments were to fill minor offices.

GRESSER MAN GETS A P.I.U.M.

Supposed Part Payment of Tammany's Debt to Borough President.

George B. Frenze of Long Island was yesterday appointed deputy city clerk for Queens County in Long Island City. He will succeed William Zimmerman, who has held the place for seven years.

Frenze was until lately the proprietor of a saloon and cigar park in Long Island City. Recently a shooting occurred there and the victim is still in the hospital.

Frenze is a Greaser man and it is taken that the position was given him in recognition of his services. Frenze's description of the fusion forces and standing with Tammany Hall at the organization of the Board of Aldermen Zimmerman is a Cassidy man.

Net for Bannard.

Otto T. Bannard, who it has been reported, was in line for chairman of the Republican State committee to succeed Timothy L. Woodruff, said yesterday that he would not take the office.



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DEPEW TALKS TO MOTORISTS

HE'S FOR A FEDERAL LAW LETTING THEM GO EVERYWHERE

Without Having a License for Each State

Washington, Feb. 15.—Senator Chauncey M. Depew gave an interesting talk before the annual national legislative convention of the American Automobile Association here to-day. The association is pledged to a Federal automobile license law and insists upon greater uniformity in State automobile laws.

It will press its beliefs before Congress committees within the next day or two. Senator Depew told about automobilizing in the days of his infancy.

"In 1897," said he, "I was one of the committee whom Gen. Miles appointed as judges for a racing contest between New York and the Ardley Club, a distance of twenty-two miles. The course was along Broadway, one of the best macadamized roads in the country."

"Twenty of different makes entered the race. They all broke down but three and the quickest of these covered the distance to Ardley and back, forty-four miles, in seven hours. Now on the automobile tracks they do ninety miles an hour easily and in England they have made sixty-six miles an hour in a continuous run of twenty-four hours."

Speaking of the growth of the automobile industry in the United States the Senator said that in 1900 there were only 700 cars in use.

"There are in use this year," he said, "350,000 cars, and 280,000 have been contracted for for the coming year. These 280,000 are valued at \$819,000,000. The cash assessed valuation of these machines is more than the assessed valuation of all the land in the States of Florida, Nevada, Oregon, Wyoming and the territories of New Mexico and Arizona. There was \$60,000,000 paid last year in wages in the automobile factories of the United States and more than 200,000 workers were employed."

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"The American people, most aggressive in the world," the Senator concluded, "should not permit the older nations to get ahead of us. The Touring Club of France has secured a recognition for its certificate from all the other nations of the continent. The tourist makes his deposit and then armed with this certificate goes with his machine across national lines into Germany, Italy, Austria and away down to Constantinople with the least possible delay and no trouble."

"I trust this question brought to the attention of Congress by this representative body will lead to enlightened legislation before this Congress adjourns."

Other speakers were Senator Taylor of Tennessee and Representative Cocks of New York and Burke of Pennsylvania. The speakers at to-morrow's session will include Vice-President Sherman and Representative Moon of Pennsylvania. The committee from the convention will be heard to-morrow by the House Committee on Interstate and Foreign Commerce. It will urge the passage of a Federal registration bill introduced by Representative Cocks.

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The negotiations with France were begun several months ago but they have been lagging lately. It is understood that the United States is awaiting a statement of the intentions of the French Government in the matter of giving the products of the United States the same favorable treatment that is accorded to the products of competing countries in French markets.

French trade in the United States has been hampered by the stringent administration of the pure food law, and it was said that the French Government is retaliating by increasing gradually her maximum and minimum rates on American products.

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There are two questions in the pending negotiations with Austria-Hungary. They relate respectively to the tariff treatment of American cottonseed oil and the regulation governing the admission into Austria-Hungary of the pork meats of the United States.

American cottonseed oil is required to pay on its importation into Austria-Hungary a duty of 25 cents per gallon while olive oil pays only three cents a gallon and other edible oils pay 10 cents a gallon. Under the former tariff of Austria-Hungary cottonseed oil paid only about five and a half cents a gallon, and a flourishing trade amounting to approximately \$2,000,000 a year was built up in that country. Under the new duties this trade has been almost destroyed.

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